

KNIVES ARE HUNG FOR EACH OTHER.

Republicans at Loggerheads Over the Two New Tariff Bills.

DEMOCRATS ARE KEPT BUSY

Studying the Tables and Finding Out the Many Inaccuracies.

DINGLEY'S ESTIMATES WRONG.

Leaders of the Democracy Do Not Think It Necessary to Bring Forward a Substitute Bill at This Time.

By James Creelman.

Washington, May 14.—The Republicans who stand for the Dingley bill, and the Democrats who stand for the Allerton bill, have their knives at each other's throat. It is an interesting situation. Besides this the Republicans of the East are at war with the Republicans of the West.

The revised comparative statement on the tariff bill was made public to-day, and the Democratic Senators have been busy studying the tables it contains. The tables are said to be nearly as inaccurate as the first presented to the minority. It is claimed that they are full of errors, but the Democrats will keep on with them now, as they are the best that can be procured. The minority of the Senate Finance Committee has its own experts at work on the bill, and will be able to show all its inaccuracies at the proper time.

Aldrich Will Open the Discussion.
Senator Aldrich has decided not to make his statement on the bill until May 24. At that time the debate proper will commence, and the Rhode Island Senator will open the discussion formally. He is busy now footing up the deficiency in revenue that there will be at the end of the present fiscal year. Again he finds that all the estimates of Chairman Dingley are incorrect. Mr. Dingley estimated that at the end of the present fiscal year there would be a deficiency of about \$80,000,000. Mr. Aldrich feels sure that the deficiency will not amount to more than \$30,000,000, the Wilson bill showing what it could do under fair conditions. These figures are widely different, and show how much misled Mr. Dingley was when he made his estimates and listened to the demands of the trusts and manufacturers. It is also said that the Republicans of the Senate Finance Committee are very quietly preparing a number of amendments to the bill, and these will be presented at the right time. They have found that the country will not stand some of the duties laid by them in the amended bill, and they will take this way of getting out of the difficulty.

The Democrats of the Senate have not yet decided whether or not to place a substitute bill. Some of the party leaders want to do this, but others are opposed to such action. The latter hold that there is no necessity for tariff legislation from Senator Jones, Arkansas, is one of these. He thinks that the Wilson bill has not had a fair chance, and that it will be sufficient to call for the times few better. He thinks if the party were to offer a substitute measure it would be a virtual acknowledgment of the Wilson bill as a failure. The minority members of the Finance Committee will discuss this matter during the coming week, and the caucus will be called to decide what is the best plan to pursue. Senator Jones thinks that the best plan is to point out the inaccuracies of the bill as the various schedules come up and let the Republican party take the responsibility of passing on them.

The Greedy Borax Trust.
As the bill is studied carefully, with the aid of the comparison made by the Treasury experts, some startling facts are brought to light. In the one matter of borax, it can plainly be seen how the trusts and manufacturers have been cared for. Borate of lime, which is refined borax of commerce is made, has a duty of one and a half cents a pound under the present law, and under the bill an English duty of one cent. This is to secure the control of all the fields in California and Washington, where borate of lime is produced. It is also to be placed in this country, and borax is sold at from four to five cents a pound. The borate of lime is produced by the company in England, and the manufactured borax is sold there at three cents a pound, with the understanding that none of it is to be shipped to this country. The borate of lime is furnished to the manufacturer there at one and three-fourths of a cent a pound, after being carried across the ocean. With all this protection this English company is to have a further protection under the revised tariff bill of two and one-half cents a pound. One of the agents of the Borax Trust told one of the American manufacturers left that he had no business to manufacture borax at all, and he would be glad to see him knocked out.

The same state of affairs exist in the glass schedule. Under the Wilson bill the rates were such that the plate glass manufacturers were able to drive out all competition. These rates were placed in the inserted figures at the instance and because of the perseverance of Mr. Byrum, then a member of Congress from Indiana. Under the amended bill, the rates are increased over the present law. These are a couple of examples which show plainly how tenderly the protected interests of the country have been looked after.

FLORIDA'S NEW SENATOR.

Legislature Elects Stephen R. Mallory on the Twenty-Fifth Ballot to Succeed Call.

Tallahassee, Fla., May 14.—Stephen R. Mallory was elected United States Senator to-day on the twenty-fifth ballot. The vote was: Mallory, 21; Call, 19. Mr. Call, who had led after the first call on this ballot, but the changing of votes gave the election to Mallory.

Mallory was a member of the Fifty-second and Fifty-third Congresses from the First Florida District. He lives in Pensacola, Fla., where he was born in 1848. He entered the Confederate army in Virginia in the fall of 1864, and later served as a midshipman in the Confederate navy.

After the war he entered Georgetown College, District of Columbia, and after graduation taught school and studied law. He has served in both branches of the State Legislature. Mallory is a cousin of Senator Stephen May White, Senator from California. Mr. White's mother, who was a Miss Russell before her marriage, was the niece and ward of the late United States Senator Stephen Russell Mallory of Florida, who was also Secretary of the Navy in Jeff Davis's Cabinet. The Senator-elect's aged mother is a confirmed invalid. Her home is in Pensacola, but she is now living with her only daughter, Mrs. Dr. T. S. Kennedy, a great beauty and society woman of New Orleans. The Senator-elect is a bachelor and a silver man.



MAKERS OF SHIPS RUINED BY AGE.

Veterans Tell Sad Tales to Assistant Secretary Roosevelt.

OLD TIMBER CUT OUT.

Discharged as Inefficient After Years of Faithful and Skillful Service.

One hundred men who were once the flower of American shipbuilders yesterday told Assistant Secretary of the Navy Theodore Roosevelt the story of their discharge from the Brooklyn Navy Yard. They are old, those complainants, so old their blood has almost forgotten their wrinkled cheeks. Their hair is white, and their hands, paled by years, have in some cases, though not all, lost the cunning of their prime.

"It is all very sad," the Assistant Secretary said. It was fatal, sad, for out of the line of complainants only two or three had a cause which might be considered by the powers above those who discharged them, and all had given the best years of their lives to Government work.

There was Abe Demotte, helper in the ship house. He was an old employee in the yard when Fort Sumter was fired on. Two hundred employees in the Brooklyn Navy Yard stopped their hammers that day and vanished. Some returned after the war, seeking work, and all were honorably discharged, soldiers who had fought through the whole unpleasantness. Demotte was one of them. He has been a helper in the ship house ever since the war. Twice he was discharged because of lack of work.

"I didn't mind that," he said. "All I minded is that now they say I shan't come back when there is work."

A new foreman came to the yard eighteen months ago. He was John Nolan, known as "master shipbuilder." Naval Constructor Bowles brought him from Norfolk, with four other men. Nolan has no sentiment. He said: "I can't do good work with old men."

One at a time he dropped them, and he was a war veteran and a painter. He was employed in the yard many years. On March 24, 1893, he was let go because there was no work. He has had ten and one-half days' employment in the yard since. Prior to his discharge, about two years previous, he had fallen from a scaffold, broke two ribs and received other internal injuries. He was ill for eighteen weeks, during which time he received no pay.

Naval Constructor Bowles was with Assistant Secretary Roosevelt when Commodore Bunce's office, at the Lyceum, when Palmer told his story. To him, Mr. Roosevelt turned, saying impulsively:

"Mr. Bowles, I wish you would take that man's papers and see what can be done for him."

COAL TRUST TO THE BAR!

Continued from First Page.

Trust has been vigorously advocated by the Journal.

Y. cording summonses were served upon President Sloan, of the Delaware, Lackawanna & Western Railroad Company; President Fowler, of the New York, Ontario & Western Railroad Company; President Maxwell, of the Jersey Central; President Harris, of the Philadelphia & Reading; and President Wilbur, of the Leigh Valley, to appear at Albany on May 20 and answer questions as to charges of violation of the trust laws.

Although Albany is named as the place of hearing it is understood that an endeavor will be made to have the order modified so the examination of witnesses may be held in New York City before Retterer Ward.

The Coal Trust was formed January 3, 1896, by the eleven railroads that control the mines of the anthracite coal district. The first step was to divide the tonnage for the coming year among the railroads in proportion to the output of their respective lines and the following percentages were agreed upon:

| | |
|---------------------------------|-------|
| Philadelphia Reading | 20.50 |
| Delaware, Lackawanna & Western | 15.35 |
| New Jersey Central | 11.70 |
| Pennsylvania | 11.40 |
| Delaware and Hudson Company | 9.60 |
| New York, Lake Erie & Western | 4.00 |
| Delaware, Susquehanna & Potomac | 3.50 |
| New York, Susquehanna & Western | 3.20 |
| New York, Ontario & Western | 3.10 |
| New York Central | 2.10 |

That is, the coal trust was formed by the eleven railroads that control the mines of the anthracite coal district. The first step was to divide the tonnage for the coming year among the railroads in proportion to the output of their respective lines and the following percentages were agreed upon:

Since then there has been no formal meeting of sales agents, but the advances in the price of coal went steadily on, evidently by agreement. When the trust was formed the price of stove coal was \$3.30 in March the price was raised to \$3.75; in May to \$4; in July to \$4.25, and in August to \$4.75.

When Winter came on, however, the trust found it had overreached itself. The exorbitant prices that had led big consumers to buy bituminous coal, while many families had gone to using gas, oil and wood. To avert a threatened war of prices among dealers the trust decided to let the Summer schedule in the middle of Winter, and the July price of \$4.25 for stove coal was adopted.

The convening of the Legislature and the agitation put on foot by the Journal had the effect months ago of inducing great secrecy on the part of the coal trust. The committee "to formulate a complete agreement and set as a board of arbitration and adjustment," consisting of President Thomas of the Erie, President Maxwell of the Jersey Central; President Wilbur, of the Leigh Valley; President Harris, of the Reading; and President Fowler, of the Delaware, Susquehanna & Potomac, known to have been appointed at the canny meeting, has not held any more meetings in the rooms of the Joint Traffic Association Building, in Liberty street, than one knows of. In fact, it is now given out that no agreement exists for the maintenance of prices or the restriction of output. It is the absence of any tangible agreement, and the fact that the railroads have no hope to be able to show that no trust exists.

On Circumstantial Evidence.
The investigation, set to begin May 20, if it accomplishes anything, will be compelled to do it largely by circumstantial evidence. It should be remembered that the eleven railroads have a monopoly of both the mining and the carrying of coal from the anthracite district. The individual coal producers furnish not much more than 15 per cent of the coal output. The railroads have the individual producers entirely within control, and it is by means of the exorbitant rates for transportation that the paradoxical showing is made that the railroad companies have lost heavily on mining operations, but have still managed to make a big profit on the coal business as a whole.

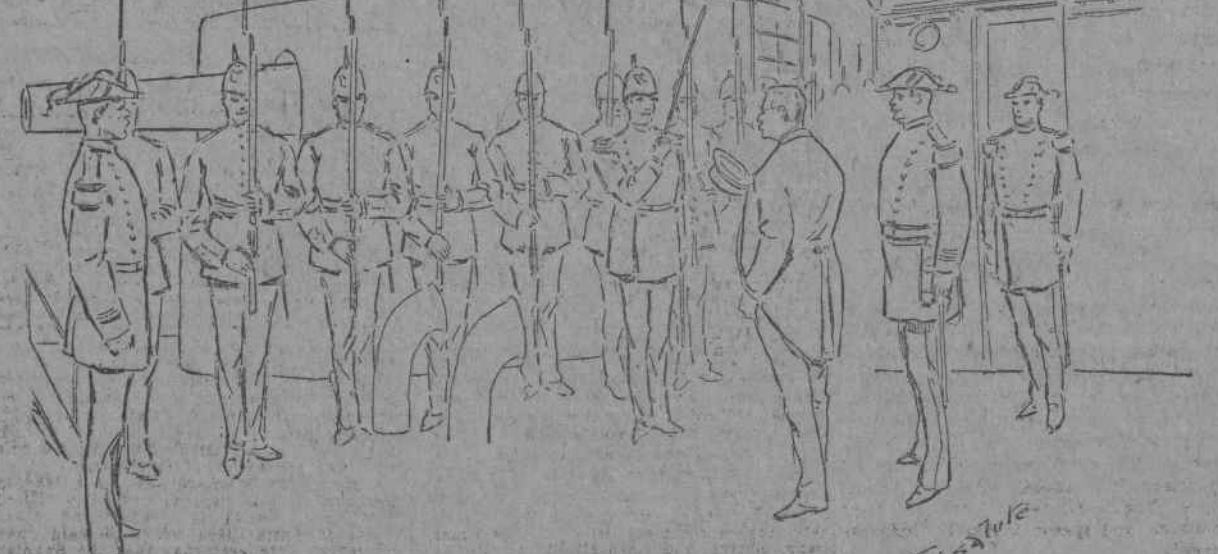
That is, the coal trust exists, and the railroads have shown losses, but the transportation departments have shown profitable gains. The transportation rates for anthracite coal are three times the rates charged for bituminous coal for even long distances. In fact, these rates are the most excessive charged by any railroad in the world for the moving of freight unless it be by the trans-Siberia Railroad, of Russia.

It is a singular feature, too, that if there is no agreement between the railroads, that these rates, like the schedule prices of coal, have not varied, and that such a thing as competition between the roads is unknown.

SLUMP IN THE COALERS.

Jersey Central Stock Lost Most When the News of the Attorney-General's Action Came in.

The announcement that Attorney-General Hancock had begun an investigation of the Coal Trust came like a thunderbolt out of a clear sky to the anthracite roads. Wall Street appreciated the possible outcome of such a proceeding by sending the coalers.



THEODORE ROOSEVELT'S DAY AT THE BROOKLYN NAVY YARD.

The Assistant Secretary of the Navy arrived at the yard at 9:53 a. m. He was saluted at the gate by the guard, but no effort was made by the marines and band to get there in time to greet him. He spent most of the day in Commodore Bunce's office, in the Lyceum, where, with Naval Constructor Bowles, he listened to the complaints of men who, too old to work, have been discharged in the reorganization of the yard force. He lunched on the Fern with his brother-in-law, Lieutenant-Commander Cowles, and inspected the battle ship Maine, where he was greeted with the honors due his office, including three flurries of bugles and a roll of drums.

THOMAS P. FOWLER SAYS THERE IS NO TRUST.

THOMAS P. FOWLER, president of the New York, Ontario & Western Railroad: "We will go to Albany to prove that there is no Coal Trust. There is no combination, arrangement, contract, agreement, understanding, or anything else to keep up the price of anthracite coal or to monopolize the trade. We do not fear the result of any investigation."

"Supply and demand regulate the output and price of coal. When our company, say, for example, the Lackawanna, issues its schedule announcing the prices at which it will sell coal, our road simply follows suit. So far as I can learn the only persons who have just cause of complaint over the price of coal are those who live in tenement houses, who buy their coal by the bucketful and pay double prices for it. This can be remedied by the city opening yards where coal can be purchased in large or small amounts at the same price."

Ellen Sullivan, a domestic, twenty years old, employed at No. 234 East Forty-second street, was visiting a friend, Ellen Jones, last evening at her place of employment, at Mr. John Hitchcock's, No. 238 East Thirtieth street. She started for home and had passed into the hall.

Thinking the opening to the dumb waiter was the right way out of the hall to the stairway, Miss Sullivan opened the door and stepped inside. The waiter, with his load, dashed down the shaft to the cellar, three floors below.

Mr. Hitchcock called the janitor, and he found the girl unconscious and bleeding at the bottom of the shaft. The girl had broken both her legs. She was taken to Bellevue Hospital, and it is thought will recover.

King's Surprise for His Customers.
To-day, between the hours of 10 and 1 o'clock, King, the great clothier, corner of Broadway and Park place, will offer three great bargains.

Men's Hats, stylish Derby, at 77c, worth \$2.50; Men's English Worsteds and Cassimere Pants at \$1.25, worth \$2.75; Men's new Cheviot Overcoat Suits, sizes to fit all, at \$4.00, worth \$12.

The above bargains, sold only from 10 to 1 o'clock, at King's, the well-known clothier, corner of Broadway and Park place.—Adv.

COAL MEN STRUGGLING TO MAKE A LIVING

ROBERT M. OLYPHANT, president of the Delaware & Hudson Canal Company: "We have been struggling along for years, trying to make a living out of this business, and now these people come along and attempt to take it away from us. I have been summoned and expect to appear before the referee and answer all questions asked me."

"There is not and has not been any combination or agreement among the coal roads that could be construed as such. Coal company, for instance makes an estimate of the amount of coal it can find a market for and mines that much. If it turns out that it can sell more it mines more. As for prices, it naturally gets the best prices it can. It acts independently, both in production and prices, and so far as I know the other companies do the same."

"Coal Trust a Myth," Says Williams
S. M. WILLIAMS, vice-president and comptroller of the Lackawanna & Wilkesbarre Coal Company: "The coal trust is a myth. Not even an agreement as to transportation rates exists. The price of anthracite coal is high in comparison with that of bituminous coal, owing largely to expense in mining. The railroads are not combining to force up the transportation rates. After struggling along on the verge of bankruptcy for years, they are simply declining to enter into a conspiracy in the bituminous district the situation is different. The railroads there have a towed themselves to be led into cutting rates below living prices."

Strong to Dine with McKim.
Mayor Strong went to Philadelphia yesterday afternoon as a guest of that city at the dedication of the Washington Monument in Fairmount Park. He was also invited to attend the banquet at which President McKim is to be the guest of honor. General Collins will leave for the Quaker City to-day.



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REYNOLDS'S GREAT DAY.

He Carried Off Two First and Four Second Prizes at the Columbia University Games.

The Spring games of Columbia College, held at Columbia Oval yesterday afternoon, furnished record-breaking sport. The honors of the day went to Harry Reynolds, formerly of Lehigh University, University, who carried off two firsts and four second places, besides fracturing the college record in the 220-yard hurdle race. Summary:

TRAC EVENTS.
100-Yard Run.—J. Ehrlich won; H. Reynolds, second; T. L. Rogers, third. Time—10 2/5 sec.
120-Yard Hurdle.—H. Reynolds won; H. Reynolds, second; Van Hauer, third. Time—16 2/5 sec. (college record).
Half-mile Run.—H. M. Cohen won; H. Reynolds, second; W. DeMille, third. Time—2 min. 6 sec.
One-mile Walk.—McCortell won; Josephthal, second. Time—7 min. 32 sec.
220-Yard Run.—J. Ehrlich won; T. Rogers, second. Time—22 2/5 sec. (college record).
220-Yard Hurdle.—H. Reynolds won; S. H. Bly, second; J. Pell, third. Time—25 4/5 sec. (college record).

Ar-Washington.
The loss of the balloon which was seen five miles southeast of Sandy Hook Lightship by Pilot William H. Harris on Wednesday afternoon was probably attended by loss of life. From description the airship corresponds with that which Leo and Frank Stevens, two well-known aeronauts, were known to be using in experiments, and as they are both missing their friends fear that one, if not both, may have been lost.

When seen by the pilot the airship had partly collapsed, and was apparently sinking. No basket was attached to the great net that encircled the balloon, but there was an anchor swinging at the end of a long rope. It finally dropped into the sea, the anchor dragging the collapsed silken bag to the bottom.

The Stevens brothers live with Charles LeStrange, another aeronaut, in an apartment house at No. 261 West Twenty-fifth street. Little is known of them in the house. Recently they have had many visitors, apparently foreigners, and it was soon noted about that they had been engaged by the Cuban Junta to experiment with an air ship to be used in dropping dynamite into Spanish camps.

The three men were last seen on Sunday, when they left the house, after giving the keys of their apartment to the janitress. They asked her to tell any callers that they had gone out of town and would not be back until Wednesday night or Thursday morning. She had no idea where they were going.

"They have made such trips frequently of late," she said, "and have always returned at the appointed time."

From friends of the Stevens brothers it was learned that their most recent experiments had been made to test a new style of parachute. They are both professional aeronauts of long experience. Leo Stevens is twenty-six years old and Frank is twenty-four.

The younger brother is well known professionally as Don Carlos. While engaged in making ascensions at Eldorado, in 1894, he was severely hurt by his balloon striking a church steeple. Last September, while exhibiting in Huntington, Quebec, Frank fell from his balloon, breaking several ribs and injuring himself internally. He was brought to this city and taken to St. Luke's Hospital, where he was a inmate of Aeronaut Wolcott, who had also met with an accident.

A MISSING YACHTSMAN.

Norton S. Bird, of New Haven, and His Boat Peerless Have Disappeared.

New Haven, Conn., May 11.—Norton S. Bird, a well-known New Haven man, has been missing for several weeks and his friends are very anxious about him. He went South on a trip on the yacht Peerless. He was last heard of at a town on the North Carolina coast on March 28. On that date he wrote home announcing his safe arrival at the shore, where he was being held by the Peerless. He was a member of the New Haven Yacht Club.

His friends have started an investigation which has extended all along the Atlantic coast as far as Florida, and has brought no tidings. His friends fear that he has been wrecked or has met with foul play.

By Boat to Coney Island.

Coney Island's season is at its height. Tomorrow the Iron Steamboat Company will run five special round-trip boats to the resort. The boats are extras and will be run Sunday, May 23. These boats will leave pier No. 1, North River, at 10:30 a. m., 12 m., 1:30, 3:30 and 5:30 p. m., and will arrive at 11:45 a. m., 1:45, 2:45, 4:45 and 6:00 p. m.

Oh, How Thankful

Suffered for Years with Terrible Sores

Pain Was Maddening and Hope of Cure Had Been Abandoned

Wonderful Results of Purifying the Blood with Hood's Sarsaparilla.

A running sore, constant suffering, hope of relief abandoned—all the results of impurities in the blood. Suffering relieved, pain banished, health restored by taking Hood's Sarsaparilla. A proof positive and convincing that Hood's Sarsaparilla has marvelous curative power, and that it is exactly the medicine you need to purify your blood. Read the following:

"I was taken with a pain in my left knee, and it became worse and worse, and finally broke just above the knee. Ever since, then it has been a running sore. It discharged a great deal and the pain from my thigh down was maddening."

Large, Hard, Purple Spots
would appear on my leg, and the veins would become so large that sometimes I thought they would burst. No one knows how much I suffered. Sometimes the sore was so sensitive that I could not walk, and a slight touch would cause it to bleed. I suffered in this way for years, and gave up all hope of ever being cured. My wife was reading of a case like mine.

Cured by Hood's Sarsaparilla
and she advised me to try it, saying she believed it would cure me. I began taking it and when I had taken a few bottles I found relief from suffering. I now feel no pain, and I am nearly healed. Oh, how full I am for this relief! Sin taking Hood's Sarsaparilla stronger than I have ever before. I am in the best of a good appetite and am altogether." J. P. Moore, 31c.

Hood's
Is the best Spring drugstore, 411 Broadway, New York, and Co., Lowell, Mass.

Hood's Pills are sold